

# ADMIRAL PORTER ENDS HIS LIFE CRUISE.

Death of the Distinguished Naval  
Commander at His Home  
in Washington.

HIS LONG ILLNESS TERMINATED.

Brilliant Career Recalling the Early  
Days of the History of  
the Republic.

OUR TRIUMPHS ON THE SEA.

The Funeral To Be Held with the High-  
est Naval Honors on Tuesday  
at Two P. M.

BURIAL AT ARLINGTON.

[BY TELEGRAPH TO THE HERALD.]

HERALD BUREAU,  
CORNER FIFTEENTH AND G STREETS, N. Y.

WASHINGTON, Feb. 13, 1891.

After a long and tedious illness, with days and weeks when hope and encouragement followed in rapid succession, when a patient capable of grasping the greatest problems had succumbed to the ravages of disease and was clouded to all things earthly, Admiral Porter, Commander-in-Chief of the United States Navy, passed to his eternal account.

The disease that to-day cut off sharp and suddenly the feeble thread of life had shown itself for five years. All through last spring and summer Admiral Porter was an invalid. Since returning to this city last September his death has been almost

momentarily expected, particularly for the last two months, when he ceased to take nourishment except in small quantities. For months he has had no realization of what was going on about him. His mind wandered almost continually and he took little heed of the presence or absence even of his family. Yet his greatest pleasure, so far as his enfeebled strength could express it, was to have either his wife or one of his children near him. For these long, weary months Mr. Porter had rarely left his room except to take his needed rest, and her vigils have been shared by her sons and her married daughters.

ADMIRAL PORTER'S FLAGSHIP BLACKHAWK, 1863.

Admiral Porter's last night on earth was spent propped up on a cushioned sofa. Mr. Richard Porter, his youngest son, stayed beside him, and the hours passed as those of many other nights and days, the patient being in a semi-conscious condition and breathing heavily. When the daylight came the nurse roused the Admiral enough to give him some nourishment. He scarcely stirred again until about eight o'clock, when a greater pallor overcame his features, and the action of the heart became less regular, and his son felt that the end had come. He hastily summoned all the family, and they had scarcely reached the room when death had ended the career of the great naval hero. Dr. Wales, who had attended him for years, arrived but a few minutes after death had occurred. To satisfy the family he tried every known expedient to restore life, but soon saw his efforts were unavailing.

Admiral Porter's disease was fatty degeneration of the heart, a malady from which there is no known escape. Twelve years ago the Admiral had severe trouble with his stomach and bowels, from which he emerged in a considerably weakened condition, with his tissues impaired and otherwise prepared for the encroachments of the terrible malady that later on seized him in its relentless clutches.

The funeral will be held at two P. M. on Tuesday with the highest military honors. The interment will take place at Arlington in a lot selected by the Admiral about a year ago. He drove over there with one of his sons, and pointing out the lot corresponding to that occupied by the remains of General Sherman on the north side of the center pathway leading from the mansion down the east terrace, he remarked:—"There is a place there, for there is where my body shall rest."

The honorary pallbearers will be—Vice President Morton, General Schofield, Senator Henderson, Mr. McPherson and Hawley, Representative Boutwell, Rear Admiral Rogers, Almy, Howell, Crosby and Stevens, and Governor Pattison, of Pennsylvania.

A message was received from the President's death by an orderly sent a feeling message of sympathy to the family. He subsequently sent a message to Congress notifying that body of the death, and in the afternoon issued an executive order closing the executive departments on the day of the funeral and directing that the day be observed as a day of mourning.

All public buildings be placed at half mast at that occasion.

A GREAT COMMANDER.

HIS LIFE ALMOST CONTEMPORANEOUS WITH THE NAVAL HISTORY OF THE COUNTRY.

Admiral David Dixon Porter was born at Chester, Pa., June 8, 1813. He came of notable ancestors, as the following sketch of the origin of the Porter family will show:

In the State of Delaware, near Glasgow, a Baltimore sea captain, before the Revolutionary War, bought a farm. His wife was about to be confined at a certain time, and knowing that her husband was to come into the port of Boston with his ship, she hastened thither, and David Porter was born in Boston, though of Middle State origin. It is said that the original name of the Porters in Ireland was McElwaine, but that one of them became a doorkeeper in the house of God that the subject of a king. From doorkeeper, according to the legend, the name was turned to Porter. The young Porter who had been born in Boston during the Revolution entered our navy during the administration of John Adams, and incidentally saw battle service against the French. He soon became distinguished, particularly in the war with Tripoli and in 1812, in 1824 Porter "bullheaded" the authorities on the Spanish island of Porto Rico, and our government had to suspend him for six months. He then entered the naval service of Mexico at a salary of \$25,000 a year, and remained there five years, when President Jackson appointed him Minister to Constantinople, where he died in 1843, and is buried in the grounds of the Naval Asylum at Philadelphia.

Captain Porter—that being his rank—married at Chester, Pa. His wife was Evelina, a daughter of William Anderson, a Revolutionary major. She died in 1871, at the age of eighty.

NOTABLE ANCESTORS.

The children of David and Evelina Porter were Commodore William D. Porter, who died from wounds received at the capture of Fort Henry; David D. Porter, the subject of this sketch,

Admiral, who was appointed a midshipman in 1829; Theodore Porter, Lieutenant in the Mexican War, who was killed near the battlefield of Palo Alto in 1846; Hamilton Porter, Lieutenant in the navy, who died of yellow fever in 1844; Henry Ogden Porter, midshipman in the navy in 1846, a Lieutenant in the Marine Corps and the executive officer of the batteries when the private Alabama captured her; Hamilton died in 1872. There were two daughters in the family. The eldest, Yvelina, married her cousin, Harris Hesp, United States Consul at Tunis, and died, leaving four children. The second daughter, Mrs. J. H. Hesp, died in 1872. During the Revolutionary War the grandfather and granduncle of the late Admiral Porter were in the infant navy of the country. Samuel was taken by the British to be made a prisoner of war in a prison ship, where he was soon joined by his brother David. Samuel died on the ship, David escaped by the aid of a water cat and the help of some British sailors. At the close of the war he turned up at the town of Baltimore, where he figured in several institutions for the help of seamen. There were two sons of David Porter, named David and John, both naval officers in 1812. The mansion of Admiral Porter's father stands on the belt of the Delaware at Chester, and is a red brick building, which he almost certainly built. About the time of the birth of his son, Commodore David Porter was winning imperishable laurels in the victorious career of himself. He was a sailor by nature, but by the stern training of his father he became a statesman. He was a sailor by nature, but by the stern training of his father he became a statesman. He was a sailor by nature, but by the stern training of his father he became a statesman.

Receiving a commission as midshipman, February 2, 1829, young Porter was assigned to the Constitution, and served two years in the Mediterranean squadron, under Commodore Biddle, and later on the same station in the United States. He then came to the United States, where he was promoted to passed midshipman in 1830 and assigned to special service in coast and river surveys till 1841, when he became a Lieutenant. He was ordered to the frigate Commodore, and served in her four years in the Brazilian squadron. In 1845 he was called for duty at the observatory in Washington.

He left this position for service in the Mexican war with the mosquito fleet, under Commodore Taylor, and after performing some gallant deeds, including his share in the capture of Vera Cruz, he was placed in charge of the naval rendezvous at New Orleans. His next sphere of duty was as commander of the Petrel in the coast survey expedition of 1847.

In February, 1849, Lieutenant Porter left this city as commander of the Panama, the third of the United States mail steamers. The Panama was an exceedingly dangerous one, but it established Lieutenant Porter's reputation as a good naval officer. He was ordered to the command of the mail steamer Georgia, and was commander from 1850 to nearly the end of the year. He was next, in 1855, placed in command of the storeship Supply, from which vessel he was detached in February, 1857, for special service on shore.

IN THE WAR OF THE REBELLION.

On the 1st of January, 1860, he was third in command of the Navy Yard at Portsmouth, N. H., and at the beginning of 1861 was promoted to the rank of commander in the navy and was placed in command of the steam sloop-of-war Powhatan, eleven guns, one of the vessels of the Gulf blockade squadron, from which he was detached about the beginning of 1862, to take command of the mortar fleet. During the Mississippi naval campaign of March, April and May, 1862, he was actively engaged in the reduction of the forts below New Orleans. After the capture of that city his fleet proceeded up the Mississippi River and was engaged in several affairs, including the attack and naval siege of Vicksburg, which siege was raised July 22, 1862.

The reduction of Forts Jackson and St. Philip, which were the real defenses of New Orleans, was principally accomplished by Porter's "mortar schooners," some war engines of his own designing and of which he was very proud. The comparatively short range of the heavy guns of that day made it necessary for war vessels carrying them to be close enough to the works to be fair marks for the enemy's artillery. Besides, the ships carried guns of calibers larger than 15-inch, whereas the government had plenty of mortars of 15-inch calibers. But how could such mortars be mounted in a country where all the ground within range was swampy? Were platforms made their "range" could soon be ascertained and some one of a dozen shots would then dispose of mortar, platform and all. Porter solved the problem by getting a lot of coasting schooners of about a hundred tons each, building a stout platform of timber and iron on each, and mounting on each platform a 15-inch mortar. These were towed at night within easy range of the forts, and tied and anchored near the river. All "top hammers" that could be devised was "run down," and to the remaining rigging was lashed portions of the young cottonwoods, which was the result of the "vibrating" of the mortar boats, were twenty or 30 of these mortar boats, and no two lay together or fired at the same time, the cleverest of the Confederates were mystified. They never knew just how to aim their shots, unless enemy, so although an occasional shell was fired at random from a mortar boat was quite as safe as if it had been fired from a mortar. At one hour each mortar dropped a 15-inch shell into the works, and worked great destruction. Each mortar got the range during the first few shots, and then the range was kept up by the firing of the mortar boats, and the final and successful passage of the forts by the fleet was largely due to the destruction previously done by Porter's mortar boats.

He assisted Farragut in all the latter's operations between New Orleans and Vicksburg, where he effectively bombarded the forts and enabled the fleet to pass in safety. Informing the Secretary of the Navy of the surrender of Vicksburg, Admiral Porter wrote:—"The navy has necessarily performed a conspicuous part in the capture of Vicksburg; the army; still it has been em-

ployed in a manner highly creditable to all concerned. The gunboats have been constantly below Vicksburg in shelling the works and with success. The mortar boats have been at work for forty-two days without intermission, throwing shells into all parts of the city, even reaching the works in the rear of Vicksburg in front of our troops, a distance of three miles. Though the rebels on several occasions built batteries and with a large force attempted to sink the mortar boats, they never succeeded, but were defeated by the gunboats with severe loss on all occasions."

Admiral Porter was never so busy that he could not devise a joke, and during the attempt of the navy to run the Vicksburg batteries he played a little trick on the Confederacy. He captured about \$100,000 worth of ammunition and to destroy some good fighting material. One day he devised a bogus ram, and it took but a little time to build it and set it afloat. On an enormous scow was erected a superstructure that resembled a terrible ironclad. With boards and fence rails was made a hull and a full set of masts and funnels. "Quaker" guns protruded from the ports, and the chimneys, built of pork barrels, looked as if they were made to last till the crack of doom. Right away the bogus ironclad was towed out of the harbor, where it was built first of fuel which would make the blackest of smoke. The fires were lighted, and this bugaboo, with its enormous funnels, came crawling out of the harbor, and the Confederates saw the demon in time. The batteries were quiet until plain black range was reached by the dummy. The bogus ironclad, which had never known before or afterward. All of the Confederates guns opened at once, and a Western cyclone is a mere zephyr compared with the outbreak which lasted for a full half hour and consumed \$100,000 worth of ammunition. Shots went through it, raked it, hulled it, but the floating bumbler could not sink. Finally the current brought the craft directly in front of Vicksburg, where in the sunlight of dawn the besiegers read in big letters painted on the side of the craft, the injunction, painted in large capital letters:—

ON BOARD A MORTAR SCHOONER.

The warning was not acted upon, but in the morning the enemy in the night had laid far up a creek. This little joke cost the Confederacy about \$100,000. The time was not ripe for joking, and the Confederates were not in a position to "funny" any of many Confederate editors, and some of the comments on the affair, which were reprinted in the Herald at that time, were quite amusing to those who had no money at stake on the combat.

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other officer in the navy of naval warfare—out of material afforded by the ordinary river steamboats. Of the 1,300 officers only 25 were of the navy, yet, under the strict discipline and inspiring example of their commander, they soon became valuable assistants.

Commander Porter was next ordered to the James River, and while en route to Fort Monroe captured of Charleston the Anglo-rebel steamer Tubal Cain. During October, 1862, he was appointed commander of the Upper Mississippi fleet with rank of Rear Admiral. In this capacity he took part in the movement upon Vicksburg during December, 1862, and the reduction of the fortified position at Vicksburg in January, 1863. On the 11th of that month the rebel commander of the fort surrendered his sword to Admiral Porter, and the works were turned over to the military forces which had cooperated in the movement. He also assisted in the destruction of the rebel ram Arkansas.

When General Grant, during April, 1863, made his famous movement upon Vicksburg, Admiral Porter actively cooperated with him by running vessels past the batteries, engaging those at Grand Gulf, &c.; and when the new base of supplies was opened by way of the Yazoo River in May he was found to be ready to furnish them to the troops at a moment's notice. For this promptitude he was highly praised in the official reports. During the whole siege of Vicksburg he was in the field, and his courage, his bravery and brilliant naval strategy, and earned not only his full rank of rear admiral but also the praise and honor of his fellow countrymen. For his conduct during this campaign he was appointed by President Lincoln one of the six rear admirals of the American navy, and the Senate confirmed the appointment, with a commission dated from July 4, 1863, the day of the surrender of Vicksburg. He also received the thanks of Congress for the gallantry and skill which he had displayed during his operations in the Mississippi River, and when he returned East his arrival was a signal for a general ovation.

CAPTAIN OF PORT FLETCHER.

Admiral Porter participated in the Red River expedition during the spring of 1864, was assigned in October to the command of the North Atlantic blockade squadron. He then acted energetically in the suppression of the smuggling trade along the Virginia coast, meanwhile organizing an armada for a special expedition against Wilmington, N. C.

Porter appeared at Fort Fisher December 24, 1864, with thirty-five regular cruisers, five ironclads and

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Personally he was a quiet, reserved gentleman of nearly seventy-eight, whose coat black hair and beard scarcely lost lustre through time. He was of medium stature and slight build. His face was bronzed from exposure to the elements, and his hands were large and knobby from early contact with the tarry rigging and holystones, but soft in texture.

He had bright eyes and a soft voice, which was entirely destitute of the husky, foggy character popularly supposed to attach to men of his profession. He was very much respected by the members of the American Steam Yacht Club, and his carriage was a good one.

He had not infrequently been mistaken for the eminent millionaire, and on one or two occasions when he was in the city he was mistaken for the millionaire. He was very much respected by the members of the American Steam Yacht Club, and his carriage was a good one.

SENATOR CHANDLER'S EULOGY.

NEWS OF THE DEATH IN CONGRESS—ADJOURNMENT OF THE SENATE.

WASHINGTON, Feb. 13, 1891.—The President's message announcing the death of Admiral Porter has been laid before the Senate, Mr. Chandler said:—

"While the American people have been anxiously looking each day and hour for information (whether of death or life) from the bedside of the suddenly stricken General of the Army, their attention has been for the moment turned away from the dying condition of the Admiral of the Navy, who has been lingering for months upon the bed of sickness and who has now peacefully passed from earth."

"The career of Admiral David Dixon Porter has been romantic, patriotic and in the highest degree honorable. In such a record as that of Admiral Porter the survivors in his family may well rejoice, while his countrymen may justly boast of his high achievements. It would not be appropriate for me to long detain the Senate in speaking of the traits and the merits of the naval chiefman who has this day left us."

"His distinguished traits of character, I think, were courage and persistence. Faults he had, doubtless, but they did not abate in the least his bravery or his energy. He was never a conservative, but always in favor of doing something. Action, action, constant action was his motto, and to this he owed the marvelous success of his life and his elevation to be so deservedly the head of the American navy."

"Patriotism was, with him, a passion. Courage and love of country were indeed his birthright. With such father as Captain David Porter of the famous Essex he could not be otherwise than an intense, fighting American; and the deeds of these two famous officers constitute a marvelous chapter in our naval annals. Their memories will always hold a high place in the affection of a grateful people, whose valor they illustrated and whose government they loved, honored and perilled their lives in preserving."

On motion of Mr. Hale, the Senate adjourned.

ADMIRAL BRAINE'S TRIBUTE

THE COMMANDANT OF THE BROOKLYN NAVY YARD SERVED WITH PORTER.

The death of Admiral Porter cast a pall of gloom over the officers of the navy stationed at the Brooklyn Navy Yard. The first notification of the sad event was transmitted over the telephone by Mr. Clinton Braine at half-past eleven o'clock to his father, Rear Admiral D. L. Braine, the commandant of this station.

The news spread throughout the yard and expressions of regret were heard upon all sides. No official notification was received by the Admiral until about half past one in the day, when the flags were half-masted.

Rear Admiral Braine, who had known the deceased Admiral for the forty-four years of his service in the navy, served under him in the War of the Rebellion, and he was a regular naval officer in the blockade squadron. Admiral Porter commanded thirty-eight war vessels in 1864. He served with him in the fleet of more than a hundred armed and armored vessels, from such Western steamboats as he could find—has long been the wonder of European naval commanders.

Admiral Porter was the author of a "Life of Commodore Porter," a "History of the Navy in the War of the Rebellion," and of two novels, "Allan Dare and Robert the Diable" and "Harry Marline," the former of which has been dramatized and is now being produced in this city in 1887. He also wrote many important official documents and within a short time published some very vigorous letters relative to the conduct of the war.

PERSONAL TRAITS.

Admiral Porter celebrated his seventy-sixth birthday on June 8, 1889, and was very fond of earth and his wife celebrated their golden wedding at his home in Washington. This home has been the scene of brilliant gatherings. It was built by Richard Rush, of Pennsylvania, in 1826, when he

was Secretary of the Treasury under President Adams. Since then it has been owned and occupied by Senator Preston, of South Carolina; Joel Chandler Harris, the famous author of "Uncle Remus"; Commodore Shubrick, General Phil Kearny, of the Army; Captain Jefferson Page, of the Navy; Sir Henry Lytton Bulwer and Lord Lyons, British Ministers; Hamilton Fish, and Assistant Secretary of the Treasury Lodge. Admiral Porter bought it from the latter in 1869. The Admiral was married to the daughter of Commodore Patterson at the Washington Navy Yard, and at their golden wedding they were surrounded by nearly all of their children and grandchildren.

The Admiral was a man of much attention during his periodical visits to this city, for he had many friends. Besides being a naval officer of high rank, he was a historian, an inventor, an authority on projectiles, armaments and explosives; the designer of an ingenious and formidable submarine torpedo boat, and was something of a politician. He also branched out into light

literature and attracted to himself a clique of literary men.

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